

TED MILES REFLECTS

PASSING POINTS

DESTINATION BLINDS, 1960'S AT BASILDON DEPOT

You may ask what are passing points?

In the good old days of full information for passengers we showed the ultimate destination plus important points on route together with the route number.

Let's start with route 53, Clacton to Tilbury Ferry. Our duty card instructions would be as follows;-

From Tilbury Ferry:- If only one bus operating would show ultimate destination, normally CLACTON, and passing points,

**LAINDON
GRAYS**

When handing over at Chelmsford the passing points would be changed to;

**WITHAM
HATFIELD PEVERAL**
or on some cars it would read
**WITHAM
KELVEDON**

On arrival at Colchester for the next stage to Clacton the passing points would be changed to;

**WIVENHOE
ST. OSYTH**

There was an interesting variation to this. If on leaving Tilbury Ferry there was a duplicate vehicle for Chelmsford the through car to Clacton's passing points would read;

**CHELMSFORD
COLCHESTER**

Being such a long route with many short workings there were many variations. For instance, if operating a short from Grays to Billericay the passing points would read;

**ORSETT
HORNDON ON THE HILL**

Passing point blinds were very, very long as there were short workings on most routes to include.

Now lets turn to route 244, Pitsea Station to Laindon Station:-

If you had a short from Pitsea to Basildon Town Centre the passing points would be;

**VANGE BARGE
WHITMORE WAY**

On through journeys from Pitsea to Laindon the passing points would be;

**WHITMORE WAY
BASILDON TOWN CENTRE**

There was a certain inspector at Basildon Depot who was very hot on seeing the correct ultimate destination displayed and would certainly book you if your passing points were set incorrectly, which is as it should be. For me it was never too much trouble to set the blinds correctly and indeed enjoyed the challenge!

With the many variation of routes it was possible to show something for a passing point and thank goodness very few blinds had **SERVICE** on them as was Eastern Counties policy, which was a 'lazy, easy' way out.

Destination blinds I feel are something that is not given a lot of space or coverage in the various publications for enthusiasts, and if a lot of interest is shown I can supply anyone with all passing points from Basildon Depot should they want them re:- my time at Basildon Depot in the 60's

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TED MILES REFLECTS pt2

MAKE UP POINTS; WHAT ARE THEY??

As a conductor the company required various statistics and information of each journey operated on your duty. I will explain some of what was required:-

Lets first of all deal with route 53, Tilbury Ferry - Chelmsford section.

On leaving Tilbury, in the start column for the start of the journey you would jot down;

- 1) Ticket Starting No.
- 2) (Pounds) Reading
- 3) (Shillings/Pence) Reading
- 4) Passenger: No's On Board

START	1	2	3	4	5	6	7	8	9	10
666	692	714	719	741	766	801	808	821		
116	129	140	141	144	152	163	164	167		
16/6	4/10	17/4	3/7	18/8	3/9	14/4	19/3	14/2		
14	27	22	12	11	16	37	42	53*		

- Make Up Point (1) Grays Memorial
(2) Orsett Hospital
(3) Horndon - on - the - Hill
(4) Laindon Hotel
(5) Billericay - Sun Hotel
(6) Stock War Memorial
(7) Galleywood Eagle
(8) Wood Street PO

So you can see as the journey proceeded the ticket total was greater from the last make up point and the £ total going up all the time, the pound/pence reading not meaning a lot really.

You will see an asterix by the passenger total of 53 at Wood Street Make Up Point. This signifies a 45 seated full seated load on the LS bus with 8 standing and passengers left behind.

When this happened there was a space on the other side of your waybill for the conductor to report how many passengers were left behind and where!

I am sorry to say that most conductors didn't do this part of their duties. I always did, and indeed to prove that my notes and comments were read at Chelmsford Head Office, I was commended by Charlie English, the Chief Schedules Officer at New Writtle Street, for my notes and observations and opinions more than once. He was a very shrewd man and I had the utmost respect for him, no fool, and I have seen him (heard him) really lay down the law to any Depot Union Schedules men who tried to bluff him or pull the wool over his eyes, he knew the company's routes inside out.

Make up points were all very well on a route such as the 53, plenty of time and distance between Make Up Points, but what about a 'town' route?

Lets go to the 244 from Pitsea to Laindon. The Make Up Points as follows;

- 1) Pitsea Broadway
- 2) Vange Barge
- 3) Long Riding (Staceys Corner)
- 4) Grimston Road
- 5) Whitmore Way (Church Road)
- 6) Basildon Town Centre

Now, supposing you left Pitsea Station with a standing load, no time to Make Up at Pitsea Broadway or The Barge or Staceys Corner, or often anywhere at all on this route at busy times!! So, what did we do?

As soon as you had time you would scribble down some figures in the columns. This was quite easy after a while as, once again, it was a disciplinary offence not to complete a Make Up Point en-route.

P.S Reference:- The Bristol Greyhound Map on the rear cover of Essex Bus News (July). We had a (O.T) Dutie (O.T standing for Overtime) for a short time at Basildon, where we travelled as a conductor (passenger) on the 3.08pm Basildon to Victoria to show the Bristol Greyhound driver the route to Southend as on this service X1 tickets were issued and accepted between the London and Southend section (lovely bit of overtime that was!).

X1 tickets could be used on X10, but X10 tickets couldn't be used on X1 between London and Southend, a cause of much confusion and argument.

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